PAN AMERICAN fisherman

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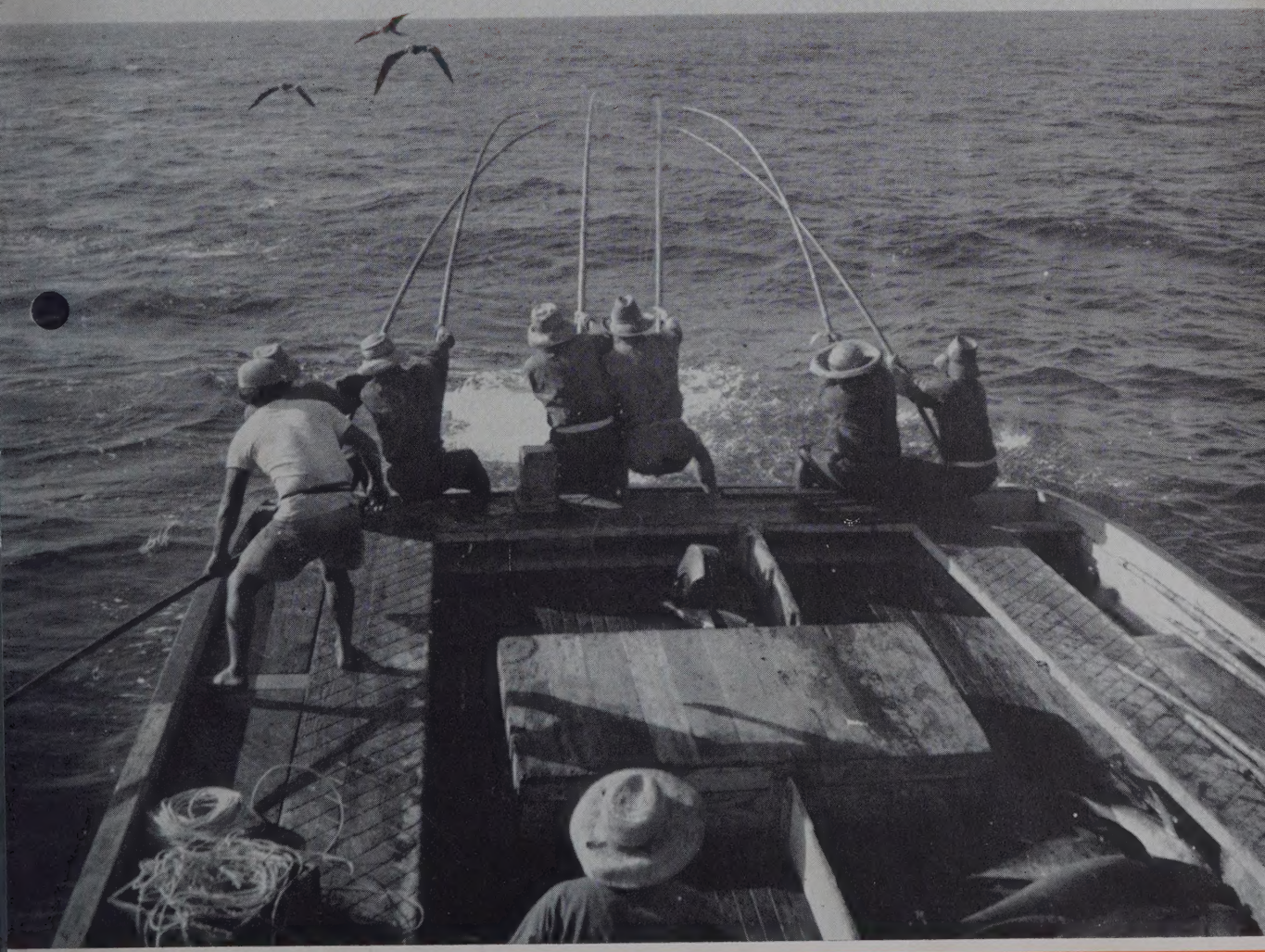

EFFECT OF TUNA IMPORTS

MORE FISHERY LOANS • **WEST COAST MARKET**

NATIONAL TUNA WEEK, OCTOBER 24 TO NOVEMBER 1

...because they went to their doctors in time

Many thousands of Americans are being cured of cancer every year. More and more people are going to their doctors *in time*. That is encouraging!

But the tragic fact, our doctors tell us, is that every third cancer death is a needless death... *twice* as many could be saved.

A great many cancers can be cured, but only if properly treated before they have begun to spread or "colonize" in other parts of the body.

YOUR BEST CANCER INSURANCE is (1) to see your doctor *every year* for a thorough checkup, no matter how *well* you may feel (2) to see your doctor *immediately* at the first sign of any one of the 7 danger signals that may mean cancer.

For a list of those life-saving warning signals and other facts of *life* about cancer, call the American Cancer Society office nearest you or simply write to "Cancer" in care of your local Post Office.

American Cancer Society

Insuring the Present ... and the Future

As in the Past . . . So in the Future

All Activities of the American Tunaboat Association

Are Directed to the Improvement and Prosperity

of the Tuna Industry

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President

Harold F. Cary
General Manager

AMERICAN TUNABOAT ASSOCIATION

No. 1 TUNA LANE • SAN DIEGO, CALIFORNIA

Published Monthly • *Established 1947*

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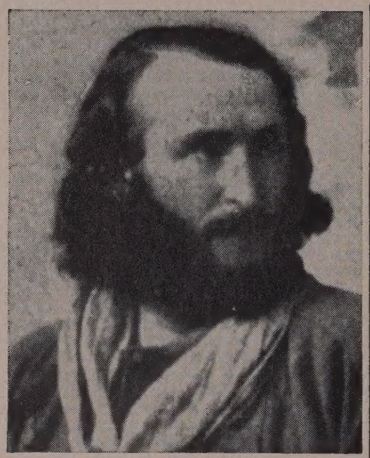

The man who named Tombstone, Arizona

THE SURPRISED government scout from Camp Huachuca reined his horse up at the sight of Ed Schieffelin. And when Schieffelin admitted he was actually prospecting in Apache country, the scout warned him, "All you'll ever find'll be your tombstone."

But Schieffelin didn't scare easy. When he struck a silver lode in the desolate dangerous hills of Arizona Territory, he called his first mine "Tombstone." And, unknowingly, he gave a name to a borning, brawling community soon to be notorious as one of frontier America's tough towns.

The Tombstone mine itself never amounted to much. But Schieffelin just kept on prospecting—and in a few years, he was a millionaire. The hills he had risked his life in were practically made of silver.

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More Fishery Loans

One hundred and twenty-eight commercial fishery loans totaling $3,457,813 had been approved by the Department of the Interior as of June 24, 1957, under the loan program inaugurated last fall, Secretary Fred A. Seaton announced.

The Secretary also said that as of June 24, 256 applications for loans totaling $10,543,000 had been received. Of that number 37 applications for $687,566 had been rejected and the remainder still are being considered.

The program was authorized by the Congress in 1956 with the establishment of a $10,000,000 revolving fund to provide loans to commercial fishermen for financing and refinancing operations, maintenance, replacement, repairs, and equipment of fishing gear and vessels.

Although applications totaling more than $10,000,000 have been received, the Fish and Wildlife Service has announced that it will continue to accept and list applications for an indefinite period. All applications are processed in the order in which they are received.

Of the loans approved, the New England area leads the list with 50 loans for $1,568,402. The Pacific Coast is second with 38 loans for $1,143,525, and the Gulf Coast is third with seven loans for $414,925. Other loans by areas are: South Atlantic States, eight loans for $164,600; Alaska, 16 for $89,425; Great Lakes, six for $43,220; and Hawaii three for $33,716.

A list of those who have received loans in the West, and the amounts received, between March 18 and June 24 follows:

CALIFORNIA—*San Diego*: Robert Ursich, $68,900; Maurice Bernardini, $100,000; White Sea Corporation, $84,100; George W. Murphy, $12,077. *San Pedro*: A. & J. Pilato, $25,000; T. Austrem & O. Edwards, $35,900; W. H. Hoopes, $9,000; Xito & Anderson, $31,887. *Lakeside*: W. H. Babcock, $30,000. *Castroville*: Francis C. Furber, $10,000. *Morro Bay*: Sigurd O. Sommersell, $5,900. *Benicia*: Ted Bean, $5,630.

OREGON—*John Day*: Jim Lyons, $12,500.

WASHINGTON—*Seattle*: Olaf & Sig Hendricks, $12,000; Erling E. Jacobsen, $20,000; Thor Botten, $12,700; Ole Lillenes, $3,000; John Lindsley Grover, $3,000; Edwin Knudsen, $7,300. *Tacoma*: Arthur Carlson, $1,500; Western Ace Corp., $60,000; Chester Kimmerly, $3,000.

ALASKA—*Juneau*: George J. Katzeek, $4,900; John Pentilla, $4,975; Chris & Anita McNeil, $5,000. *Ketchikan*: Russell Heath, $2,500. *Elfin Cove*: Leroy Clements, $3,800.

HAWAII—*Honolulu*: Louis Agard, Jr., $15,000; Oliver Kinney, $14,000; Manjiro Taki, $4,716.

POFI Scientific Activities

Major POFI effort recently has been devoted to the Northeastern Pacific Albacore Survey (NEPAS). In July and early August two vessels of Pacific Oceanic Fisheries Investigations and nine commercial vessels are taking part in a concentrated survey to determine the detailed distribution of albacore in an area 350 miles wide, extending along the West Coast from Point Arguello, California, to Grays Harbor, Washington.

The *John R. Manning* departed Honolulu on June 11 for initial reconnaissance of the area and adjoining offshore waters. She reported good catches of surface albacore about 700 miles west of Eureka, California. The *Hugh M. Smith* departed July 1 to join the *Manning;* these two vessels will collect oceanographic and biological data to aid in describing conditions influencing the distribution and occurrence of albacore as determined by the commercial vessels.

To Investigate Foreign Tuna Imports

Action to bring about a new inquiry into the condition of the American tuna industry and the effect of continued foreign imports has been taken by California Senators William F. Knowland and Thomas H. Kuchel.

Following complaints that foreign producers still are providing injurious competition, the two Californians have asked the Senate Finance Committee to request the U.S. Tariff Commission to conduct an investigation similar to studies made in 1952.

The appeal to the Finance Committee followed discussions with Dr. W. W. Chapman and Harold F. Cary of the American Tuna Boat Association, Alfred Klein, representative of cannery workers and offshore fishermen's unions, and others in the California fishing industry.

Senators Knowland and Kuchel wrote Finance Committee Chairman Byrd:

> "You will recall that in 1952, the Senate Committee on Finance, approved a Resolution which directed the United States Tariff Commission to make an investigation of the conditions of competition between domestic and imported tuna fish, and required the Commission to report its findings. You will further recall that the Tariff Commission made a report to the Senate Finance Committee on March 20, 1953.
>
> "Due to the considerable changes which have taken place in the tuna industry in the intervening years . . . we would appreciate your consideration of the request to have the Tariff commission make a supplemental investigation similar in scope to the investigation of 1952. We believe that some of the economic factors that are producing such great distress in the tuna industry, such as increasing imports . . . cannot be permitted to prevail without completely jeopardizing our American tunaboat operators and fishermen."

A LETTER we received from the American Tunaboat Association, San Diego, enclosed copy of a long letter dated July 15, 1957, addressed to the Hon. Jere Cooper, Chairman of the Committee on Ways and Means, U.S. House of Representatives, Washington 25, D. C. The most important parts of this letter are printed in the text that follows.

—The Editors

Impact of Excessive Tuna Imports

ON WEST COAST FISHERMEN AND BOAT OWNERS

A PREVIOUS LETTER described the dumping in this market of about 14,000 tons of frozen albacore by Japanese exporters during the fall, winter and spring of 1956-1957 at about $100 per ton less than their out-of-pocket cost of production.

Action growing out of a complaint we made October 17, 1956, under the Anti-dumping Act, terminated on March 1, 1957. A press release from the Treasury indicated that there had not been, and was not likely to be, sales of frozen albacore from Japan in this market at less than fair value.

More recently a good deal has occurred in the tuna trade which removes some of these statements from the speculative field into actuality. It is now our purpose to further illustrate the continuing effects of this dumping on several aspects of the tuna business in Japan and the United States.

Effect of Ex-Vessel Price of Albacore

In August, September, October and November albacore landings in Japan are normally very light and are not of much commercial importance. Last year was no exception other than that the frozen tuna exporters were not in the market for the reason that they still had most of the 14,000 tons of summer run fish in inventory on which they were going to lose more than $1,500,000, and they were in no position to buy more from the vessels. As a consequence the ex-vessel price finally reached a level of $195 to $210 per ton down from $300 to $330 per ton.

The past winter and spring the frozen tuna exporters continued to stay out of the market, and substantially all of the albacore being landed in Japan was purchased for immediate canning by Japanese canners. The ex-vessel price firmed up to $230 per ton in later January, rose to $245 per ton by March and fluctuated in this neighborhood until mid-April. By this time the Japanese canners had put in reasonably close to their normal inventory of albacore for the year and began to retire from the market.

Accordingly, the price began to drop toward the level that frozen tuna exporters would pay during late April and the first half of May. These exporters had apparently determined not to pay the fishermen more than $207 per ton which they understood to be the top level that the United States Treasury would allow without charging added dumping tariffs when the FOB price was $270 per ton. Accordingly, as the Japanese canners withdrew from the market the ex-vessel price dropped toward this level.

But it did not stop there. Orders for frozen albacore were not coming in from United States canners at a satisfactory rate. Accordingly, the frozen tuna exporters came to the conclusion that they would have to be prepared to hold their purchases in warehouse for an extra two months after the end of the season. This would cost them about $10 per month, so they dropped their buying price down to a maximum of $188 per ton.

By that time the peak of the summer production was approaching and sales to United States canners were still light. The frozen tuna exporters began to feel that they might have to warehouse their albacore for four extra months as in 1956, instead of the two. So they brought their top buying prices to the fishermen down to $168 per ton. Under the pressure of the heavy landings of June and this top price of $168 per ton, the ex-vessel price collapsed entirely so that substantial volumes of export quality albacore were bought at $135 per ton and fish suitable for canning in Japan actually sold for ex-vessel prices as low as $100 per ton.

The restraint of trade mechanism by which the exporters were able to depress their raw material costs so violently in what has always been considered to be a free auction market will be brought out later. The essential point here is that approximately half of the 1957 catch of albacore in Japan was bought by frozen tuna exporters during June at ex-vessel prices less than $160 per ton, or at less than half the price that the catch had sold for in 1956.

In 1956 the exporters had had to sell 14,000 tons of albacore at $270 per ton F.O.B. which was about $100 per ton less than their cost. In 1957 the same exporters, or those that remained in business, had somewhat more albacore than that in hand that they could sell at $270 per ton at a very substantial profit. Their wounds of 1956 were substantially healed, but the manner of their healing produced gross upsets in the tuna market of Japan and the United States that are continuing and whose end is not in sight.

Aside from the average ex-vessel prices, another fact is almost as disturbing to the trade. The total landings of albacore in Japan during the first six months of 1957 comprised about 55,000 tons or about 5000 tons more than in 1956.

Accordingly not only is the price of albacore in the hands of Japanese exporters abnormally low, but the volume is not much if any less than the big year of 1956, which caused this trouble originally.

Japanese Government Policy on Export of Tuna

The sharp decrease in ex-vessel prices for albacore in Japan during recent weeks was not the working of a free enterprise system but more like a state trading system which has increasingly tightened its grip on the tuna trade from Japan to the United States in the past eight or ten months. This is perhaps the most far reaching and fundamental effect which the dumping of albacore last year has had on the tuna trade.

The discovery by the Japanese in July of last year, that the lucrative trade in tuna with the United States had lost some of its profit bloom, and that a large quantity of frozen albacore would have to be dumped on the United States at a loss running to more than a million dollars in order to prevent a total collapse of the frozen tuna export trade, produced a profound shock that ran through the entire tuna industry in Japan including the government.

In August the Government set up the Tuna Fishing Survey Committee, composed of the leaders of all segments of the industry and government involved in the tuna trade.

The task of the committee was to report on the availability of tuna resources on a world wide basis, the production, distribution and export of the catches, and to recommend policies and actions that would establish a smooth and profitable flow of tuna from the oceans of the world to the markets of the world in a manner that would stabilize and develop the tuna industry of Japan.

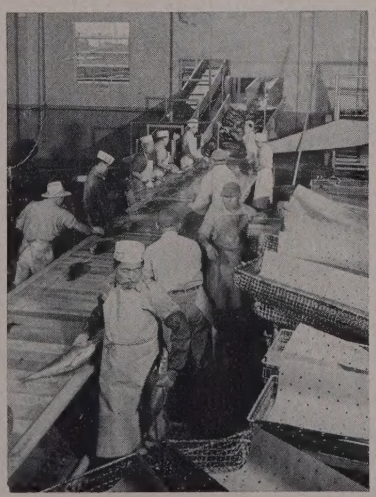
Among the main recommendations were the following:

1. The antimonopoly law should be amended so that exporters of tuna to the United States could combine to better regulate prices and volume of exports in such a way as to promote them.

2. The present informal cooperation between canners, frozen fish dealers, exporters and fishermen should be formalized and legalized so as to be more effective.

3. A method should be worked out so that there would be a season when canners could buy fish and a season when frozen tuna exporters could buy fish under government regulation. Also a method should be worked out whereby the government would announce the proper ex-vessel prices for both canners and freezers before the fishing season begins.

4. The number of tuna canners should be restricted under government license and all canners should either be forced to belong to the Canned Fish Export Association or be regulated by it as if they did. Same with the frozen tuna dealers for export and the Frozen Tuna Export Association.



5. The establishment of a joint sales agent with authority to supervise the various stages of export should be legalized.

6. Loans from the Central Agricultural Bank should be available to the Marine Products Export Associations to enable the Joint Sales Company to finance its normal operations.

7. Longer term loans of Government funds should be made available to the Export Association's so that inventories in glut periods could be increased and dumping, such as occurred in albacore in 1956, could be avoided.

The very formation of such committee would appear to be illegal in the United States. If such a committee did bring forward such recommendations in this country, they could not be put into effect because they conflict fundamentally with the basic economic law and the antimonopoly policy of the United States Government.

In the United States the several individual segments of the tuna industry are prevented by law from cooperating with each other in any way to stabilize or regulate the price or volume of tuna production. As a matter of fact, last year the Federal Trade Commission burdened the American tuna industry by entering a series of complaints against all segments of our industry to cease activities thought by it to restrain tuna trade in this country. These complaints have been fully and satisfactorily answered but nevertheless they were a source of material disturbances to the industry for many months.

In Japan the following outward signs of the internal changes that are taking place in the tuna trade have appeared:

1. The number of firms permitted to export canned tuna to the United States has been limited to 19 (There are more than 100 canners of tuna in Japan but the vast majority of them are excluded from directly exporting canned tuna. They must export their product through one of these 19 export "windows").

(Continued on page 14)

"SKIPJACK HOLE"

Discovered In Hawaiian Waters

The discovery by U. S. Fish and Wildlife Service fishermen and scientists of a "skipjack hole" off the island of Lanai, where this tuna species can be found and fished practically all the time, has resulted in record numbers of releases and recaptures of tagged skipjack this summer, according to Albert L. Tester, director of the Pacific Oceanic Fishery Investigations.

Between July 3 and 13 the research vessel Charles H. Gilbert released 1,624 specimens of the small striped tuna, known locally as aku, in a small area off Cape Kaea, Lanai, bringing to a total of 3,602 the number of skipjack tagged in Hawaiian waters this year. The fish are marked with a barb-pointed plastic tube inserted into the muscles of the back, a method developed at the Honolulu laboratory and being used for the first time this year.

The Service biologists expect that recaptures of the tagged fish will clear up the mysteries surrounding the skipjack's annual summer migration into the Hawaii area, where it supports the Territory's most valuable commercial fishery.

Recoveries of the tuna tagged this year have been at a high rate, with 146 returned to date. The majority of these recaptures have been the work of two Maui sampans, the Olympic, which has brought in 67 tagged aku, and the Amberjack, with 31 tags to its credit. Most of these fish had been at liberty only a short time, although some had carried their tags for more than 2 months.

A great deal of credit for the improved results lies with the staff members who developed the new tag, especially fishery biologist Danny Yamashita.

In the field an aku (skipjack) fisherman hooks a tuna and "wings" it under his arm instead of dropping it on deck. While held thus the tag is jabbed into the fish's back and the fisherman drops the surprised aku back in the water. Some of the aku seem intrigued with this routine, as they have allowed themselves to be recaptured a few seconds later.

Detailed studies are being made at the Lanai skipjack "hole" to find out what features of water temperature, salinity, plankton, or currents, and other conditions of the environment cause skipjack to congregate and remain more or less permanently resident there, in preference to other nearby spots, of apparently similar character, where they are rarely

If the answer to this question can be discovered, it should be of value in determining the whys and wherefores of the pattern of skipjack occurrence in the open ocean. The site off Cape Kaea is thus a sort of natural experimental laboratory, with the great advantage that the experimental animals, the skipjack, can pretty generally be relied upon to be there when the biologists want to work with them.

Japanese Fishery Officials Visit Here

American and Japanese officials concerned with the commercial fishing industry met informally June 27 at the Department of the Interior in Washington, D. C.

The occasion was the courtesy call which Takechiyo Matsuda, member of the Japanese House of Representatives and chairman of the International Tuna Council, made upon Ross L. Leffler, Assistant Secretary of the Interior for Fish and Wildlife. Mr. Matsuda was accompanied by Takeshi Kimura, Agricultural Counselor at the Japanese Embassy in Washington. In Japan, the fisheries program is part of the Department of Agriculture and Forestry.

Various phases of the commercial fishing activities, including many problems common to Japan and the United States, were discussed during the meeting.

Mr. Matsuda, who is in this country with Prime Minister Kishi's party, will be a member of the Japanese group which will meet with American tuna men in California in mid-August to discuss a joint tuna advertising program.

New Food Processing Methods for Fish

The Eisenhower "Atoms for Peace Program" and the new atomic age with its potentially revolutionary effect on food processing has been brought home to the fishing industry through a nation wide study of the feasibility of using nuclear radiations for the preservation of fish. The study was inaugurated by the Department of the Interior, Bureau of Commercial Fisheries.

Two processing techniques, "radiopasteurization" and "cold-sterilization," born of studies in atomic energy and promising possible enhancement of the iced-storage life of fish, are under study at the five laboratories of the Bureau's Technological Section.

The present study is primarily a screening operation designed to select, for possible initial commercial utilization, those of the 160 edible species of fish and shellfish that are most adaptable to the proposed new processing methods.

High, intense levels (1 to 3 million rep.) of electromagnetic (gamma) radiations and of ionizing (electron) radiations are being used to study the feasibility of "cold-sterilizing" the fishery product, that is to kill all bacteria and spores without recourse to the steam-sterilization processes commonly used in present day operations.

Lower levels (100,000 to 1,000,000 rep.) of both types of radiation are being used to kill the great majority of the active bacteria and thus to extend the possible iced-storage life of the product over that normally attained through the use of ice alone.

The relative effiicencies of the two types of radiation and the two types of processing will be compared and evaluated in terms of commercial utilization.

Radio-pasteurization, the low-level radiation technique which kills a majority of the bacteria in a product, appear at present to be the most promising process and is being emphasized in these studies.

Coupled with other processing methods such as refrigeration and prepackaging, this technique may revolutionize the present methods of marketing, making available for the first time to our inland population fresh unfrozen fish, of a quality equivalent to that enjoyed by our coast and lake-shore dwellers.

WEST COAST MARKET EXPANDING

For Fish and Shellfish

Newcomers to the West Coast from other states buy at first much less fish or shellfish than the native population—but buy more of these products the longer they stay. Particularly among migrants from the Central or Mountain States, developing a taste for locally caught fish in the fresh form, the consumption rate moves upward steadily from year to year.

According to a survey made by Oregon State College for the Fish and Wildlife Service, only about 15% of the newcomers bought fresh crab during their first year on the West Coast as against 58% of the migrants living there ten years or more. When measured in terms of percentage increase over the first year this amounts to a startling increase of 297%.

Corresponding percentage increases for fresh fish were sole 153, halibut 93, and salmon 78. Industry leaders are hopeful that educational and promotional work may shorten the taste-forming period for fish.

The survey also revealed that among families migrating from inland areas length of residence on the West Coast had little effect upon increasing the low per capita consumption of frozen fish or shellfish.

With the increasing influx of migrants from the prairie and mountain states to Calyifornia, Oregon and Washington this growing market for fresh fish and shellfish is of considerable interest to the Pacific Coast fishing industry. Frozen fish and shellfish, often imported or shipped from areas other than the Pacific Coast, gives the local fishermen plenty of competition. However, the industry has the fresh market on the West Coast largely to itself.

Special Sales Efforts on Fish

As the fishing fleets bring in heavy seasonal catches of many varieties of fish and shellfish, the distribution segment of the industry is planning several promotional campaigns to assure the fullest possible use of the various products.

The three promotional campaigns are National Fish Week, September 18-28; National Canned Salmon Week, August 23-30; and National Tuna Week, October 24-November 1. The Bureau of Commercial Fisheries of the U.S. Fish and Wildlife Service will cooperate in all these promotional campaigns.

Indications from the Pacific halibut fishery are that the catch this year will equal the 67-million pound harvest of 1956. Shrimp production will depend upon weather conditions in the Gulf of Mexico, but unless hurricanes interfere the harvest should be about the same as last year.

Prospects are for a light pack of California sardines, but the pack of Pacific Mackerel is 70% above that of the same period in 1956.

Overlooking the blue Pacific. Gracious, informal living in a resort atmosphere—luxurious accommodations, finest facilities.

Heated Swimming Pool
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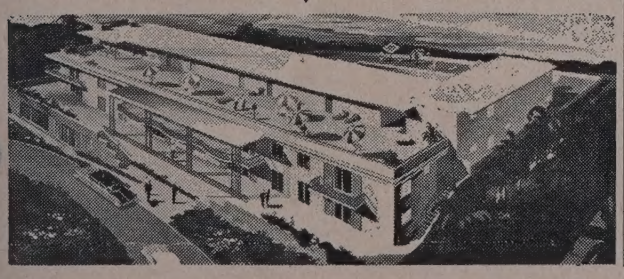

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What's New or Different

"Ocean Garden" Expands

Ocean Garden Products, Inc., recently incorporated in San Diego, Calif., is now handling the importation of frozen shrimp from major Mexican producers, as well as importing and exporting retail and institutional packs of other fresh and frozen seafood. G. J. Kuhn is president and general manager.

The principal brand is Ocean Garden, nationally established as a leader for frozen shrimps. Other seafoods will include retail packages of perch, cod, halibut and sole, and institutional packs of sea bass (cabrilla) and halibut, California lobsters, red snapper fillets and fish sticks.

Diesel Sales Plans

Lloyd E. Berry has been appointed vice president in charge of sales for American MARC Inc., designers and manufacturers of diesel engines and generators at Englewood, Calif. He was distributor of the company's line in the South and Southeastern states officing in Houston, Texas.

"Our present plans, Berry said, calls for the establishment of 6 regional sales divisions and parts warehouses to provide efficient distribution throughout the U. S."

Surface Water Temperatures

Special Publication No. 280, *Surface Water Temperatures* at Tide Stations, Pacific Coast, North and South America and Pacific Ocean Islands, has recently been published by the Coast and Geodetic Survey. This publication is one of a series of temperature and density publications which are revised every four years.

Sea water temperature data are presented in tables based on observations made in Pacific harbor and coastal waters through 1955.

Data are also presented graphically to show the temperature trend during the year at many of the places. Also included is a table for converting the fahrenheit temperatures to centigrade.

Copies of the publication may be obtained for 45 cents each from the Superintendent of Documents, Washington 25, D. C.

Tuna Boat on Rocks

The 45-foot fishing boat *Arlette J* was wrecked on the rocks off Tijuana Point 16 miles south of Point Loma, San Diego, while en route home with a full load of 15 tons of albacore.

John L. Poutous, owner and sole occupant of the vessel at the time, had not slept during three days of intensive fishing and apparently dozed off at the wheel, permitting the vessel to drift on the rocks. The load of albacore was lost, with a valuation around $5,000.

Poutous was rescued by a nearby sportfishing boat. The *Arlette J* was not insured and was valued at $25,000.

Fish and Fight

Attacked and severely injured by a crewman on the tuna boat *American Lady* was Capt. Ralph Madruga of San Diego.

Eugene Nizza, navigator, was overpowered and bound by crewmen after the captain had been struck on the head with an ax, according to radio dispatches from the vessel in Magdalena Bay, 750 miles south of San Diego. Capt. Madruga was flown back on a Coast Guard plane for emergency hospitalization.

The *American Lady*, a 100-foot tuna clipper, operates out of San Diego and is owned by Edward Silva of San Diego, Capt. Madruga and others. It had about 100 tons of fish aboard and fishing was still under way when the attack occurred.

Marine Sales Increase

An interesting figure that reflects the steady growth of the marine industry is released by officials of the Universal Motor Company of Oshkosh, Wisconsin. This manufacturer of marine engines reports that sales for the second quarter of 1957 have risen 57% over those of the same quarter in 1956.

This increase reflects the brisk demand from all sources: new designs being released by naval architects, boat builders who are making more installations than ever, and distributors and dealers who find a steadily increasing pace of business.

Engine Power Certificates

A program of power certification, designed to provide the Caterpillar engine owner with certified proof of his engine's horsepower capabilities, has been introduced by Caterpillar Tractor Co., according to an announcement by M. R. Kohlbry, Sales Promotion Manager, Shepherd Machinery Company, Los Angeles.

The program, termed "Certified Power for CAT Diesel Engines," is the first such action ever taken by a diesel engine manufacturer, and assures the owner of a Caterpillar Diesel Engine that his engine has been given an honest power rating. The program consists of the issuance of a notarized power certificate to purchasers of Caterpillar industrial or marine engine arrangements, attesting that the engine is capable of the full capacity of its horsepower rating.

The Engine Power Certification, which will be issued by Caterpillar Tractor Co. at the time of engine delivery, will contain a certification of Maximum Output Capacity, signed by the company and notarized. In addition, the document will record the engine model and arrangement, the engine serial number, and shipping date; the engine's individual power rating, either intermittent, rated or continuous.

Columbia River Nautical Charts

The 2nd edition of nautical charts 6156-6157 covering the Columbia River from Vancouver to Bonneville to The Dalles, Oregon, has just been published.

Chart 6156 covers the Columbia River to Bonneville and Chart 6157 and Chart 6157 continued the coverage to The Dalles. The charts are published back-to-back corresponding to the format adopted by the Coast and Geodetic Survey for inland waterway charts.

Copies of the combined edition are distributed by Frank H. Parks, 213 S.W. Washington Street; Portland Instrument Co., 334 S.W. 5th Ave. and the C&GS District Office, 314 U.S. Court House, all in Portland, Oregon; price 75 cents.

"Fish Parade" Plans

Forty-two members of the fishing industry have been named to head local committees for next fall's "Fish Parade," an all-industry promotion, to take place September 18 to 28, it has been announced by Harry A. Trimm, Jr., chairman of the National Fish Week Committee.

The industry will have the close cooperation of the Bureau of Commercial Fisheries, United States Fish and Wildlife Service, whose field staff members will work with the local committees.

Retail and restaurant merchandising aids, as well as repro-proofs for local retail-store newspaper advertising, will be distributed through the Task Force, according to Murray Wheeler, director of the Committee's advertising and publicity. He also said that this method of distribution will be used for the new free fish cookery leaflets now being prepared by the Fish and Wildlife Service.

Fish Parade advertising, which first appeared in the July retail trade magazines will continue through August in retail and restaurant magazines. A new emblem has been designed to be used as a motif in advertising, merchandising aids and publicity.

The Shrimp Association of the Americas' "Shrimp Fiesta" will coincide with Fish Parade dates, Mr. Wheeler said. Advertising will appear in August and September restaurant trade press.

This is a united effort by the various fishery associations throughout the United States and exporters from other countries who sell their products in the United States market.

Salmon Fishery Given More Protection

Salmon fishing with nets is now prohibited to United States nationals on the high seas throughout the North Pacific Ocean area as the result of legislation approved by the President on July 24 and regulations issued by the Department of the Interior on July 25.

Secretary Fred A. Seaton announced that the revision of the North Pacific Fisheries Act and the Interior Department regulations extend protection of salmon on the high seas off British Columbia. They supplement action taken by Canada and the States of Washington, Oregon and California.

In 1956, after salmon net fishing on the high seas off the State of Washington met with considerable success, concern for the future of the fishery was expressed by the salmon industry on the Pacific Coast. As a result of meetings held with representatives of the three Pacific Coast States and Canada, laws were passed by the three states to prohibit net fishing for salmon on the high seas. Canada, by order in council, also prohibited such fishing by its nationals.

The revision of the North Pacific Fisheries Act now extends the jurisdiction of the Secretary of the Interior southward to latitude 48 degrees 30 minutes north. This closes the gap between the southern boundary of Alaska and the State of Washington with respect to United States nationals.

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JOINT JAPANESE-AMERICAN *Tuna Meeting* IN LOS ANGELES

Representatives of the Japanese tuna industry and the American tuna canning industry are meeting in Los Angeles, California, on August 15 and 16 to discuss the possibility of a joint advertising campaign to promote the increased sale of canned tuna in this country.

The meeting will be held in the Federal Building in Los Angeles, but attendance is by invitation only.

At the request of the domestic tuna canning industry, Donald L. McKernan, Director of the Bureau of Commercial Fisheries of the Fish and Wildlife Service, Department of the Interior, will preside as chairman during the meetings.

In addition to Mr. McKernan, the Department of the Interior will be represented by William Redmond of the Solicitor's Office, Harry Shooshan of the Technical Review Staff, and Donald Aska of the Bureau of Commercial Fisheries, all of Washington, D. C. The Japanese Consul at Los Angeles and S. Ross Hatton, a Bureau of Commercial Fisheries representative stationed at San Pedro, California, will attend as observers. A representative of the Federal Trade Commission is also expected to meet with the group.

The following committee has been selected by the domestic tuna canners: Charles R. Carry, Executive Director, California Fish Canners Association, Terminal Island, Calif.; Ed L. Morris, Director, Tuna Research Foundation, Terminal Island, Calif.; M. J. Gorby, California Marine Curing & Packing Company, Terminal Island, Calif.; Donald P. Loker, Star-Kist Foods, Inc., Terminal Island, Calif.; John McGowan, Columbia River Packers Assn., Astoria, Oregon; Arthur Mendonca, F. E. Booth Company, Inc., San Francisco, Calif.; and William Dugan, Van Camp Sea Foods Company, Terminal Island, Calif.

The Japanese tuna industry will be represented by the following: Takechiyo Matsuda, President, International Tuna Association of Japan and a member of the Japanese House of Representatives; Tatsuro Kanbe, resident officer in New York of the International Tuna Association of Japan; Ichiro Miyake, deputy-director, National Frozen Food Export Marine Industry Assn., and also executive-director of the Japan Cold Storage Co.; Yoshihiro Adachi, managing director, National Frozen Food Export Marine Industry Assn.; Hiroto Aramaki, interpreter (resident officer in Los Angeles of the Taiyo Fisheries Co.); Tomohachi Ueda, director, Japan Canned Tuna Export Marine Industry Association, and also president, Shimizu Foodstuff Co.; Takeo Baba, managing director, Japan Canned Tuna Export Marine Industry Association; and Fumio Kinoshita, resident officer in New York of the Japan Canned Tuna Distributing Co.

Canned Fish on TV

The success of the fish-canning and can-making industries in bringing at all times of the year, fresh-flavored, high-quality seafood to consumers no matter how far they live from the sea, will be highlighted on a top network television news show August 26.

NBC's TV News, sponsored by American Can Company, will point out that not so many years ago only those who lived close to the sea could enjoy seafood at its best.

Noting Canco's development of specially shaped and enameled cans, high- speed canning lines and new processing methods to preserve seafood flavors, the show will demonstrate how modern cans and canning procedures have made seafood available any time, anywhere.

Many Canned Sardines

About 100,000 cans of Maine sardines were distributed at the national Boy Scout Jamboree at Valley Forge, Pa., July 12-18.

The Maine Sardine Council introduced the ready-to-eat-from-the-can fish to the 50,000 Scouts who attended the big get-together. The sardines were packed in special four-color Boy Scout Jamboree cans, lithographed by American Can Company.

Each Scout received two cans of sardines—one to eat as a snack in camp, and the other to take home. The can label shows three Scouts camping out and cooking beside a lake. They proclaim the "4th Boy Scout Jamboree Special."

Tuna Price Fixing Ruled Out

The Federal Trade Commission has announced that "substantially all" of the West Coast tuna industry has agreed to stop the alleged price fixing which the government has been investigating.

Producers of most of the nation's tuna pack agreed to an FTC order to stop price-fixing and attempts to suppress competition in the industry, the announcement said.

Named in the order are: California Fish Canners Association and its canner-members accounting for 70% of the U.S. pack; six associations of tuna boat owners and three area unions of fishermen and cannery workers.

The order prohibits these groups from making agreements to fix and maintain prices. In addition, the FTC says the Association canners must not pursue any common action designed to curtail the volume or to raise the price of imported tuna.

In addition, the boat owner associations and unions are barred from illegally policing harbor areas with patrol boats for the purpose of fixing prices for the purchase or sale of fish.

Japanese Firm Gets Cuban Contract

According to a release by the Bureau of Commercial Fisheries, the Cuban National Fisheries Institute signed a one-year contract with Pesqueras Internacionales, S. A., which is the Cuban representative of the Cia. Nippon Reizo Kabushiki Kaisha.

A published report infers that the contract was made solely to get Japanese technicians to teach the latest fishing methods to Cuban crews. It involves the use of the 590-ton Sumiyosha Maru, constructed and equipped as a training ship which cost U.S.$750,000, and was due in Cuba this summer. It did not specifically state the catch would be tuna, but other sources indicate the Japanese would use one or two tuna clippers, remaining at sea for about a month at a time, to explore the commercial possibilities of the tuna catch.

If commercial tuna fishing proved feasible, the Japanese would have to nationalize their tuna fleet in accordance with Cuban law and would not be allowed to compete with the Cuban fishing industry. Tuna would have to be exported, though the Cuban National Fisheries Institute could make exceptions according to local needs. Basic benefits claimed: a healthy type of competition to Cuban fishermen; education of Cuban fishermen in the profitable possibilities of tuna fishing; a 20% fee charged against the Japanese catch, ostensibly as a "contribution" but actually for fishing rights, and the construction of a freezing plant. The Japanese basically wish to land their catch in Cuba and sell to Puerto Rico and possibly the United States.

Fishing in Korea

A dispatch from Seoul to the U.S. Department of State mentions two developments in the Korean fishing industry.

(1) One 220 ton fishing boat, the Jinam-ho, owned by the Chedong Industry Company, cast off for an area near the Philippine Islands where the Korean boat will fish for tuna.

(2) Construction was started on two fish canneries. When completed, they will each have a total production capacity of 100,000 cases (32 one-pound cans) per year.

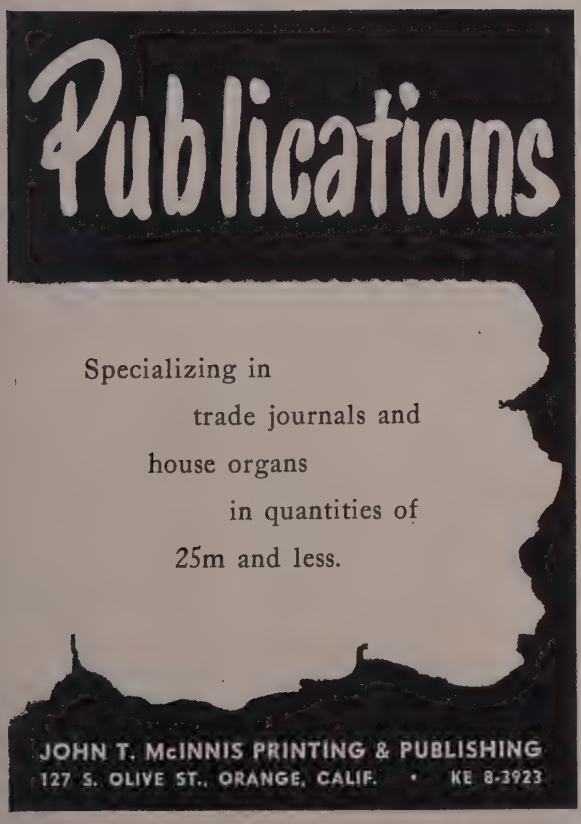
The departure of the Jinam-ho represents Korea's entry into a long desired program of deep sea fishing activity and is looked upon as an opportunity for the crew to learn modern fishing techniques. The boat has been equipped with $75,000 worth of imported equipment which was financed through the U.S. aid program.

The fish canneries will be built and equipped by UNKRA at a total cost of $324,500. It is estimated that the canneries will go into production in November 1957, and will produce canned shrimp, crab, and mackerel. One cannery will be located at Pohang on the east coast and the other at Naro-do, an outlying island.

Tuna Travels Fast

The tuna tagging program of the California Department of Fish and Game once again has demonstrated that this fish is one of the widest ranging species in the Pacific Ocean.

A yellowfin tagged March 8, 1957, off Acajutla, El Salvador, was caught two months later off Manzanillo, Mexico, a movement of 900 miles. Tuna tagged by the Department have been recovered by fishermen in mid-Pacific ocean and as far west as the coastal waters of Japan.



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EXCESSIVE TUNA IMPORTS

(Continued from page 7)

2. Allocation of what volume each of the 19 "windows" can produce and export has been placed under the strict regulation of the Japanese Government. Same with floor prices of export raw material and of finished goods, also newcomers into canning of tuna.

3. All canned tuna exporters must belong to the Canned Tuna Export Association or be subject to its regulation. Government credit apparently is available for working capital and inventory carrying.

4. The number of firms permitted to export frozen tuna (71 at the first of the year) has been limited to 13. They must belong to the Frozen Tuna Export Association and be subject to its regulation. The Association Acts as the joint sales agent for all.

5. The volume of production and sales of each of the 13 "windows" and the minimum price they can charge for frozen tuna is subject to close regulation by the Japanese Government.

All of these steps, and others, were what resulted in the major decline in ex-vessel albacore prices in Japan during June of this year. Since nobody else could export frozen albacore but these chosen "windows" and there was no substantial domestic market for albacore, the Frozen Tuna Exporters simply did not buy from the fishermen until the price was right according to their view.

Thus we are confronted by the formidable weapon of what we can only conclude to be a state trading system on the one hand brought to bear against a minor segment in a free enterprise system on the other hand and this latter (we) has no consequential government aid or support. We can no longer consider ourselves in direct competition with the Japanese Tuna fishermen; we must conclude that we are in direct competition with the Japanese Government and we are out of our weight class.

While such a state trading system has many important advantages over us that are readily apparent perhaps the most important one is timing. For instance the whole volume of albacore can be held off the market for weeks or months to manipulate this market's price or it can be dumped in a unit to break the price temporarily. Control of volume in a few hands, access to Government credit for holding, control of price by the Government, restriction of policy formation (as well as its implementation) into a few hands under sympathetic Government supervision provides advantages to the Japanese tuna industry with which we, who are kept apart because of long settled policy of our own government, can see no good way to cope.

Effect on Canned Tuna Prices

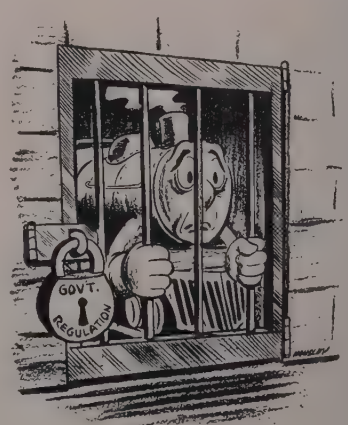
To state authoritatively what the wholesale price of canned tuna is in a soft market such as has existed for the past four months is a difficult matter. The list price of the several grades of canned tuna, F.O.B. California canner's terminal is given once weekly by the United States Fish and Wildlife Service in its San Pedro Market News Service Reports. Those statistics show that the published price for white meat fancy tuna, advertised brands, has held quite steady at $15.00 to $15.25 per case of 48½'s since the summer of 1956 (in the spring of 1954 it was holding at $16.50 to $17.50 per case and in the spring of 1955 it was $16.25 per case). For white meat chunk, advertised brands, these statistics show that the price has held quite steady at $13.50 to $14.50 per case since the summer of 1955, but softened slightly in the last week of this June to $13.50.

All have dropped considerably. For example, the white meat chunk, private label, prices have followed the white meat fancy drops. In January that price was listed at $12.00—$12.50 per case. In mid-March it dropped to $11.00 per case. In the first week of June it dropped to $10.50 per case—the same price as light meat chunk, 6½ oz. cans, private label.

This drop of $1.50 per case has wiped out the normal range between white meat and light meat canned tuna.

Published government statistics do not reflect fully price fluctuations on a declining market. The normal practice among American canners is to guarantee to buyers that they will not cut the listed price for 30 or 60 days after a sale. If they do they will rebate to the buyer the amount of the decline on any stock he still has unsold of that bought at the higher price. Accordingly in order to protect themselves against the paying of these rebates the canners in a declining market often adopt one or another of a series of alternative methods of price cuts that are not reflected on the published price lists.

For instance, during May of this year one canner had a coupon deal in



50 market areas under which a customer got 10 cents off the regular price per can if he presented a coupon clipped from a newspaper ad. This, in actuality, was a price cut at the retail level of $4.80 per case. Other canners responded in different ways. One, for instance, is reported to have given $1.50 per case as an added advertising allowance.

Directly after the first of the year, when the news leaked from Treasury to Japan that our dumping charges were likely to be dismissed, the dumping of the 14,000 tons of 1956 summer albacore on this market from Japan began in earnest and continued heavily through February and March into April, by which time it was pretty well cleaned out of Japanese warehouses. All of this came in to the United States at $270 per ton F.O.B. Tokyo and the ocean freight charges, as previously reported, had been temporarily depressed by the Pacific Freight Conference from the normal $61.75 per ton down to $45.00 per ton for the particular purpose of easing the flow of this distressed merchandise into this market. Accordingly this albacore reached cannery floors here at about $325 per ton. Japanese frozen albacore (because of preshipping grading and drying out in storage) equates approximately with ocean run albacore from domestic fishermen at $300 per ton, and our yellowfin and skipjack, ocean run, at $270 and $230 per ton respectively.

As a consequence of this cheap price our canners could not forbear buying this fish. If they had done so it would have been canned in Japan and been dumped in this market in that form. Accordingly they bought, canned, and put into inventory more white meat tuna than they could sell at white meat canned tuna prices.

The weakening of the United States canned tuna market has also been reflected in the situation of the Japanese tuna canners in Japan, their inventory problems, their price structure and their volume of sales. These are some of the major trouble spots that have developed there:

1. Japanese tuna canned in brine has not been moving as well as anticipated in this market. Only about 600,000 cases have been exported to here in the first six months of this year. The Japanese feel that in the neighborhood of 1,800,000 cases should be sent here during the whole of 1957. They now realize that this cannot be done without dropping prices here. Accordingly, the Tokyo Canned Tuna Sales Co. in late June granted a rebate of 80 cents per case on canned tuna in brine here as an advertising allowance. Already it is apparent this is not a sufficient stimulant to move the merchandise and they are formulating policy to drop the list price $1 per case on tuna in brine, and perhaps on tuna in oil, in this market—or by such a margin as is required to move the merchandise.

2. As with our canners, it has been economically irresistable for the Japanese canners to refrain from canning more fish than their immediate market needs on this falling raw material price. The Japanese canners packed substantially all of their 1957 market needs for white meat out of the winter catch of albacore in Japan. As the summer run ex-vessel prices of albacore dropped to half of the winter prices they came back into the raw material market strongly. This gave them more inventory than they wanted but it averaged their inventory cost per case downward. As a result the canned tuna inventory in Japan is rumored to be at a record high for this time of year. Since the average case cost in the inventory is low, the pressure of this high inventory on the price structure of the market and on the monopoly regulative structure is becoming unbearably strong.

3. Fancy white meat tuna in oil is reported in the trade press to be selling in Europe and in Canada at prices ranging from $5.30 to $6.70 per case FOB Tokyo. There is a duty on canned tuna in oil imported into the United States of 35% advalorem. Duty, freight and commission paid, this white meat in oil can be laid down in the United States at $8.50 per case or less, which is $3.00 per case less than the presently depressed price referred to above.

Such importation, which would be positively ruinous to the American industry, is presently ruled out by regulations established, or at least permitted, by the Japanese Government and enforced by the Canned Tuna Export Association which functions under the close regulation of the Japanese Government. Under these rugulations only nominal quantities of tuna canned in oil are permitted to be exported from Japan to the United States.

It is proving to be very difficult, however, for leaks in this dam of regulations to be completely plugged against the pressure of this much price differential. One of the liveliest concerns now being expressed in Japan is how to prevent exporters from shipping this canned tuna in oil to Canada or Europe and either reexporting it to the United States or actually rerouting the shipment to the United States after it has left Japan and while it is still in transit.

Effect on Ex-Vessel Albacore Prices

Last fall the ex-vessel price of albacore on this coast was $375 per ton when the news of the threatened dumping of the 14,000 tons of frozen albacore from Japan first came to the attention of the trade in late September. The price broke to $300 per ton in the first week of October and remained there for the rest of the season.

Fishing for albacore began again in Southern California in the last week of June. Until July 8 there was no price established. Fishermen were paid on account, advances reportedly varying from $270 to $300 per ton. The season has begun slowly. As a consequence on July 8 a price of $310 per ton was established by one company. This is not under contract as is usual, it is simply a provisional price subject to change by the canner at will. This is the lowest price that has been paid for albacore on this coast since the removal of price controls at the end of World War II. Nobody in the trade has much faith that it will stay even so high for long if normal production of albacore comes in.

Effect on the Fleet of Tuna Clippers

The fleet which forms the Ameri-

(Continued on page 16)

Tuna Imports

(Continued from page 15)

can Tunaboat Association catches very little albacore in normal years. Substantially all of its catches are yellowfin and skipjack tuna which are used exclusively for producing light meat canned tuna in oil. Yet this fleet normally produces 70% of all the tuna produced by United States fishermen.

In the period 1953 to 1956 the Japanese built a new fleet of high seas tuna vessels somewhat larger than our entire fleet, in addition to the very large tuna fleet already in existence. This new fleet was built as a direct result of the so-called "Special Law" for the rejuvenation of the high seas tuna fleet. The law came into effect in 1953 and expired in 1956, financing provided by the Japanese Governent.

This new fleet rapidly spread its operations throughout the Tropical and Sub-Tropical Pacific then throughout the Indian Ocean and finally in 1956 into the Atlantic. The landings of yellowfin tuna in Japan zoomed accordingly as the new fleet elements entered the fishery. The landings of this species of tuna in Japan in the last seven years have been as follows according to the statistics of the Japanese- Fishery Agency.

1950	11,310 tons
1951	16,180 tons
1952	21,337 tons
1953	34,771 tons
1954	53,040 tons
1955	68,674 tons
1956	84,768 tons

As this new fleet produced more tuna the exports of frozen yellowfin tuna from Japan to the United States increased accordingly. For the last seven years they have been:

1950	1,244 tons
1951	1,259 tons
1952	3,492 tons
1953	5,555 tons
1954	19,104 tons
1955	23,907 tons
1956	26,792 tons

In the past four years increasing quantities of yellowfin have been exported to the United States in various stages of preparation such as dressed fillets, loins, disc, etc. The figures cited above have not been corrected for this factor and therefore are substantially lower in recent years than the actual situation.

Under the pressure of this torrent of yellowfin tuna the operation of our fleet decreased sharply in 1955. Our catches dropped from 121,000 tons in 1954 to 88,000 tons in 1955. This came about because our vessels were unable to sell their catches, unload them, and get out fishing again. Under this pressure we cut the price of our fish during the winter of 1954 and 1955 three times by a total of $80 per ton or 23%.

These drops in our prices did not prevent the flow of frozen yellowfin tuna into the United States from Japan which continued to increase during 1956. But it did finally in 1956 decrease the flow of frozen albacore. The ex-vessel price of yellowfin had dropped down to the point where albacore could not be canned and sold as light meat at current albacore prices. Apparently about 400,000 to 500,000 cases of light meat tuna had been canned from albacore per year in recent years.

Accordingly, in spite of the increased yellowfin imports during 1956, our market increased sharply and the bait fleet was able to sell 112,000 tons of tuna, which was approximately what we had actually been able to sell in 1954. The continued increase of yellowfin imports plus our own catches caught up with the increasing market in the early fall of 1956. At this time came word from Japan of the 14,000 tons of albacore to be dumped in this market. Accordingly our canners slowed up the unloading of our vessels and imposed long lay-up periods after unloading.

These enforced lay-ups continued through the fall and winter into the first week of February of this year. Normal operating conditions of our remaining fleet of 152 vessels are reached when a level of 100 to 110 vessels are at sea fishing, 1,000 to 3,000 tons of fish are in harbor aboard ship awaiting unloading, and any vessel is beginning to unload within two to seven days after it returns from sea.

This normal condition applied to the fleet this year from the second week in February into the second week of June, at which time the unloaded fish began to pile up at the dock again. As of July 8 there were only 87 vessels of our fleet at sea fishing. 31 vessels were in port empty, all of which had been delayed in unloading which put them behind in repairs that were necessary before departure for the fishing grounds. 36 vessels with a carrying capacity of 8,520 tons were in harbor awaiting unloading. The waiting time for unloading was 21 to 23 days. Projected deliveries made it fairly certain that this would increase to at least 30 days within the next few weeks unless there is a heavy albacore run, under which condition our wait for unloading will increase further.

The reason for this is simply that at the present ex-vessel albacore prices in the United States albacore can be once more canned and sold for light meat tuna at a profit and once again is occupying our market for yellowfin and skipjack.

Conclusions

In conclusion these facts stand out in whole or in part as results of the above factors:

1. The ex-vessel price of albacore in Japan during the peak of this summer season was less than half that during the 1956 season, and the lowest since the war.

2. California canners reportedly have an abnormally high albacore inventory at prices which have permitted, if not forced, a sharp reduction in canned white meat tuna prices, which has in turn softened the market for all canned tuna in this country.

3. Japanese canners have a large inventory of canned white meat at raw material costs which would permit them to dump it in this market at $3.00 per case below present depressed canned tuna prices (which domestic prices are less than 80% of the BLS index based on the years 1947-49 as 100%).

4. Ex-vessel prices for albacore on this coast are the lowest since the war and cannot be judged to have much permanence at this level.

5. Our fleet is once more delayed by three weeks in unloading and the prospect is for greater extension of this time delay in the next weeks and months.

6. Deliveries from our fleet are already 12,000 tons behind last year.

7. Total imports of frozen tuna are once more increased over the previous year, as are the imports of canned tuna and the imports of the new commodities of tuna loins and similar forms. The likelihood is that the rate of imports of all these forms

of tuna will continue to increase as the year progresses. There is substantial danger that heavy dumping of canned tuna will occur as happened in 1950 with disastrous effects in this industry.

8. By actions of the Government of Japan the export tuna industry of Japan, both canned and frozen appears to have been coalesced into a tightly held and readily manageable monopoly so closely under the control of the Government of Japan and financially supported by it as to be in essence a state trading monopoly.

9. There is no tariff or quota on frozen tuna. Under present raw material cost conditions in Japan tariff and quotas on canned tuna are in effective. It has been demonstrated to the Japanese that the Anti-dumping Act of 1921, as amended, is ineffective in preventing dumping.

These are the effects on a producing industry, already seriously weakened by imports, of the dumping of relatively small volume of its raw material on this market at substantially below its cost of production. There seems to be nothing that can prevent the damaging effects of this act being felt seriously this year in every port of the western United States.

What has been done can not be mended. The sharp distress in this industry will grow as the year progresses. One hope that the tuna fishermen on this coast have had is that your committee and the Congress will amend the Anti-dumping Act so that this will not happen again. It is our belief that hearings on such revision by your committee will in themselves have a preventive effect on the Japanese Government, fend off the dumping of canned tuna here this fall, winter and spring, and give clear notice that the United States Government will not permit the destruction of the tuna producers or of its tuna industry. ★

Salmon Tagging Work in the Pacific

The Fish and Wildlife Service has renewed its contract with the University of Washington to tag salmon in the waters of the north Pacific. The new contract covers the period July 1, 1957, to June 30, 1958, and amounts to $258,000.

Donald L. McKernan, Director of the Bureau of Commercial Fisheries, who signed the contract for the Government, said the work is being done on behalf of the United States section of the International North Pacific Fisheries Commission created by the treaty of June 12, 1953, among the United States, Canada and Japan.

The University has been working since 1955 on this project to develop basic information on the distribution and migratory pattern of north Pacific salmon.

Facets of the program, in addition to extensive ocean tagging of salmon, include study of the scientific literature as to tags, tag methods and analysis of results; improvement of tags, methods and of fish handling; further development of techniques of distinguishing sex in live tagged fish; studying the distribution of both mature and immature salmon; development of methods of catching fish for tagging and analyzing results and preparing reports.

The contract covers staff, equipment, supplies, and the chartering of three vessels to handle the operation at sea. It also provides that inventions or discoveries of processes, devices and methods conceived and developed as a result of the contract shall become the property of the Government.

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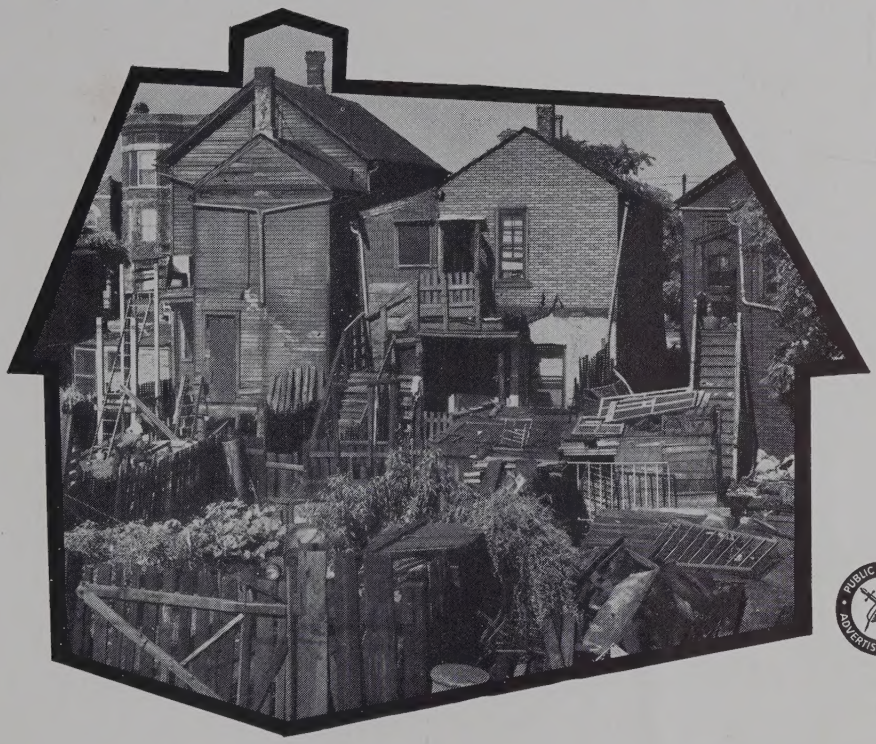

We have a house to put in order...

WE HAVE A HOUSE to put in order . . . and it's the house where America lives.

Of our country's many million homes, more than 1 out of every 10 are out-and-out slums. Nearly one-half of all American dwellings are in poor to "fair" condition, and urgently need basic repairs.

Something *must* be done—both to correct the slums of today and *prevent* the slums of tomorrow.

How do slums start? Usually just one house starts to slide downhill and soon a whole block changes. Pride is lost. Other houses are neglected, decay spreads.

So the 20 million homes in need of basic repair and improvements deserve equal attention. The time to stop the spreading blight of slums is *before it starts.*

What's your stake in stopping slums?

If you think your town is different, just look around you . . . If you think slums only affect persons who live in them, think again.

Slums raise taxes and lower property values of the whole town. They raise rates of crime, delinquency and disease. *Everyone* has a real stake in stopping slums. And *that includes you as a businessman.*

Your firm is certainly dependent on the welfare of the community where you do business. But it's more than good business—it's good citizenship to take part in efforts aimed at civic improvements. It's the *responsibility* of every business.

What can your firm do? The answer to America's housing problems starts with individuals. But to roll back slums is such a big job it's going to take more than individual effort. It will need the cooperation of your business and many others.

Some slums should be torn down and a fresh start made. Others can be remodeled and made to conform to better living standards. So it is up to you to support every sound program which seeks adequate housing for all our people.

New help is now available

There is a new national, non-profit organization called A.C.T.I.O.N.—The American Council To Improve Our Neighborhoods—which is designed to help all individuals or groups interested in putting America's house in order.

Send for a free copy of "ACTION." It explains what A.C.T.I.O.N. is and proposes to do. It lists booklets, research, check-lists, and other material which can help you. Address P. O. Box 500, Radio City Station, New York 20, N. Y.

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American Council To Improve Our Neighborhoods

POSTMASTER: Second class mail. If undeliverable notify sender stating reason on Form 3579, Pan American Fisherman, P.O. Box 650, Orange, Calif.

Library, Pacific Oceanic Fishery Investigations
P. O. Box 3830
Honolulu, T. H.

A BIGGER AND BETTER FISHERY MARKET

MOST fishery interests agree that things are looking up for the future. Some of our most troublesome problems are being recognized and helpful solutions searched out—by both business and government authorities. You can read about them on other pages in this magazine.

With the American economy in general on a high level, and most lines of business apparently destined to remain that way, we believe that the fisheries situation also will shape up quite satisfactorily in the days ahead.

Our efforts now and always are dedicated to the creation of bigger and better markets for canned tuna, and to advance the best interests of the entire tuna industry.

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